



**City Summary Crash Report**

**1/1/2012 to 12/31/2012**

City : Lansing | \*See Notes at End of Report.

| Lansing                      | Number Of Crashes |          |            |                 |                |              |               | Injury Severity |           |           |              |
|------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
|                              | Total             | Fatal    | Injury     | Property Damage | Total Vehicles | Total Killed | Total Injured | A               | B         | C         | O            |
| <b>WEATHER CONDITION</b>     |                   |          |            |                 |                |              |               |                 |           |           |              |
| Clear                        | 419               | 0        | 98         | 321             | 834            | 0            | 138           | 35              | 67        | 36        | 893          |
| Rain                         | 59                | 0        | 13         | 46              | 117            | 0            | 16            | 5               | 5         | 6         | 136          |
| Severe Cross Wind            | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2            |
| Snow                         | 27                | 0        | 10         | 17              | 47             | 0            | 11            | 1               | 8         | 2         | 47           |
| Unknown                      | 17                | 0        | 2          | 15              | 34             | 0            | 2             | 0               | 1         | 1         | 20           |
| <b>TOTALS</b>                | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |
| <b>TYPE OF CRASH</b>         |                   |          |            |                 |                |              |               |                 |           |           |              |
| Angle                        | 63                | 0        | 15         | 48              | 129            | 0            | 19            | 2               | 12        | 5         | 149          |
| Animal                       | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1            |
| Fixed Object                 | 56                | 0        | 11         | 45              | 60             | 0            | 12            | 2               | 5         | 5         | 66           |
| Head On                      | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2            |
| Other Non-Collision          | 6                 | 0        | 2          | 4               | 8              | 0            | 2             | 0               | 2         | 0         | 12           |
| Other Object                 | 7                 | 0        | 1          | 6               | 10             | 0            | 1             | 0               | 0         | 1         | 11           |
| Overtuned                    | 2                 | 0        | 0          | 2               | 2              | 0            | 0             | 0               | 0         | 0         | 3            |
| Parked Motor Vehicle         | 57                | 0        | 5          | 52              | 126            | 0            | 6             | 2               | 4         | 0         | 56           |
| Pedalcyclist                 | 3                 | 0        | 3          | 0               | 3              | 0            | 3             | 0               | 2         | 1         | 3            |
| Pedestrian                   | 7                 | 0        | 7          | 0               | 7              | 0            | 7             | 2               | 4         | 1         | 10           |
| Rear End                     | 148               | 0        | 35         | 113             | 328            | 0            | 54            | 19              | 20        | 15        | 389          |
| Sideswipe Opposite Direction | 4                 | 0        | 1          | 3               | 10             | 0            | 1             | 0               | 1         | 0         | 10           |
| Sideswipe Same Direction     | 71                | 0        | 13         | 58              | 147            | 0            | 15            | 1               | 10        | 4         | 185          |
| Train                        | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1            |
| Turning                      | 96                | 0        | 30         | 66              | 200            | 0            | 47            | 13              | 21        | 13        | 200          |
| <b>TOTALS</b>                | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |



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City : Lansing | \*See Notes at End of Report.

| Lansing                       | Number Of Crashes |          |            |                 |                |              |               | Injury Severity |           |           |              |  |
|-------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|--|
|                               | Total             | Fatal    | Injury     | Property Damage | Total Vehicles | Total Killed | Total Injured | A               | B         | C         | O            |  |
| <b>CLASS OF CITY</b>          |                   |          |            |                 |                |              |               |                 |           |           |              |  |
| 25,000 TO 50,000              | 523               | 0        | 123        | 400             | 1,034          | 0            | 167           | 41              | 81        | 45        | 1,098        |  |
| <b>TOTALS</b>                 | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |  |
| <b>ROAD SURFACE CONDITION</b> |                   |          |            |                 |                |              |               |                 |           |           |              |  |
| Dry                           | 399               | 0        | 98         | 301             | 797            | 0            | 138           | 35              | 67        | 36        | 842          |  |
| Ice                           | 3                 | 0        | 1          | 2               | 5              | 0            | 1             | 0               | 1         | 0         | 9            |  |
| Other                         | 1                 | 0        | 1          | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0            |  |
| Sand, Mud, Dirt               | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2            |  |
| Snow or Slush                 | 23                | 0        | 6          | 17              | 38             | 0            | 7             | 1               | 6         | 0         | 40           |  |
| Unknown                       | 18                | 0        | 1          | 17              | 38             | 0            | 1             | 0               | 0         | 1         | 23           |  |
| Wet                           | 78                | 0        | 16         | 62              | 153            | 0            | 19            | 5               | 6         | 8         | 182          |  |
| <b>TOTALS</b>                 | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |  |



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**1/1/2012 to 12/31/2012**

City : Lansing | \*See Notes at End of Report.

| Lansing                    | Number of Crashes |          |            |                 |                |                            | Injury Severity |           |           |           |              |  |
|----------------------------|-------------------|----------|------------|-----------------|----------------|----------------------------|-----------------|-----------|-----------|-----------|--------------|--|
|                            | Total             | Fatal    | Injury     | Property Damage | Total Vehicles | Total Total Killed Injured | A               | B         | C         | O         |              |  |
| <b>CLASS OF TRAFFICWAY</b> |                   |          |            |                 |                |                            |                 |           |           |           |              |  |
| City Streets Urban         | 274               | 0        | 57         | 217             | 540            | 0                          | 77              | 20        | 35        | 22        | 553          |  |
| Controlled Urban           | 77                | 0        | 17         | 60              | 141            | 0                          | 20              | 2         | 12        | 6         | 171          |  |
| State Numbered Urban       | 117               | 0        | 39         | 78              | 241            | 0                          | 56              | 13        | 29        | 14        | 256          |  |
| Unmarked Highway Rural     | 55                | 0        | 10         | 45              | 112            | 0                          | 14              | 6         | 5         | 3         | 118          |  |
| <b>TOTALS</b>              | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>                   | <b>167</b>      | <b>41</b> | <b>81</b> | <b>45</b> | <b>1,098</b> |  |
| <b>DAY OF WEEK</b>         |                   |          |            |                 |                |                            |                 |           |           |           |              |  |
| Sunday                     | 70                | 0        | 16         | 54              | 140            | 0                          | 18              | 5         | 8         | 5         | 145          |  |
| Monday                     | 70                | 0        | 15         | 55              | 133            | 0                          | 22              | 2         | 15        | 5         | 132          |  |
| Tuesday                    | 55                | 0        | 18         | 37              | 107            | 0                          | 25              | 5         | 12        | 8         | 95           |  |
| Wednesday                  | 66                | 0        | 10         | 56              | 131            | 0                          | 12              | 3         | 5         | 4         | 145          |  |
| Thursday                   | 95                | 0        | 17         | 78              | 190            | 0                          | 31              | 8         | 15        | 8         | 202          |  |
| Friday                     | 87                | 0        | 27         | 60              | 178            | 0                          | 35              | 10        | 15        | 10        | 208          |  |
| Saturday                   | 80                | 0        | 20         | 60              | 155            | 0                          | 24              | 8         | 11        | 5         | 171          |  |
| <b>TOTALS</b>              | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>                   | <b>167</b>      | <b>41</b> | <b>81</b> | <b>45</b> | <b>1,098</b> |  |



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| Lansing            | Number Of Crashes |          |            |                 |                |              |               | Injury Severity |           |           |              |
|--------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
|                    | Total             | Fatal    | Injury     | Property Damage | Total Vehicles | Total Killed | Total Injured | A               | B         | C         | O            |
| <b>TIME OF DAY</b> |                   |          |            |                 |                |              |               |                 |           |           |              |
| Midnight           | 12                | 0        | 3          | 9               | 19             | 0            | 3             | 0               | 2         | 1         | 17           |
| 01 AM              | 8                 | 0        | 3          | 5               | 16             | 0            | 3             | 1               | 2         | 0         | 31           |
| 02 AM              | 9                 | 0        | 1          | 8               | 17             | 0            | 1             | 0               | 1         | 0         | 12           |
| 03 AM              | 7                 | 0        | 1          | 6               | 12             | 0            | 1             | 0               | 1         | 0         | 9            |
| 04 AM              | 12                | 0        | 3          | 9               | 19             | 0            | 3             | 0               | 1         | 2         | 14           |
| 05 AM              | 9                 | 0        | 3          | 6               | 16             | 0            | 3             | 1               | 2         | 0         | 11           |
| 06 AM              | 17                | 0        | 5          | 12              | 33             | 0            | 6             | 0               | 6         | 0         | 26           |
| 07 AM              | 28                | 0        | 7          | 21              | 57             | 0            | 8             | 2               | 2         | 4         | 52           |
| 08 AM              | 33                | 0        | 7          | 26              | 66             | 0            | 9             | 1               | 5         | 3         | 61           |
| 09 AM              | 14                | 0        | 2          | 12              | 31             | 0            | 5             | 2               | 0         | 3         | 24           |
| 10 AM              | 15                | 0        | 4          | 11              | 31             | 0            | 6             | 1               | 0         | 5         | 28           |
| 11 AM              | 24                | 0        | 6          | 18              | 48             | 0            | 8             | 3               | 5         | 0         | 53           |
| Noon               | 28                | 0        | 5          | 23              | 59             | 0            | 9             | 4               | 4         | 1         | 58           |
| 1 PM               | 29                | 0        | 7          | 22              | 64             | 0            | 8             | 1               | 6         | 1         | 60           |
| 2 PM               | 32                | 0        | 8          | 24              | 64             | 0            | 10            | 1               | 5         | 4         | 66           |
| 3 PM               | 51                | 0        | 12         | 39              | 105            | 0            | 12            | 3               | 6         | 3         | 134          |
| 4 PM               | 30                | 0        | 5          | 25              | 63             | 0            | 7             | 2               | 3         | 2         | 79           |
| 5 PM               | 43                | 0        | 10         | 33              | 83             | 0            | 18            | 6               | 7         | 5         | 102          |
| 6 PM               | 30                | 0        | 6          | 24              | 60             | 0            | 12            | 4               | 8         | 0         | 80           |
| 7 PM               | 25                | 0        | 7          | 18              | 45             | 0            | 9             | 2               | 6         | 1         | 55           |
| 8 PM               | 25                | 0        | 8          | 17              | 47             | 0            | 9             | 4               | 4         | 1         | 55           |
| 9 PM               | 10                | 0        | 2          | 8               | 19             | 0            | 5             | 0               | 4         | 1         | 14           |
| 10 PM              | 17                | 0        | 3          | 14              | 31             | 0            | 5             | 3               | 0         | 2         | 33           |
| 11 PM              | 15                | 0        | 5          | 10              | 29             | 0            | 7             | 0               | 1         | 6         | 24           |
| <b>TOTALS</b>      | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |



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|------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|--|
|                        | Total             | Fatal    | Injury     | Property Damage | Total Vehicles | Total Killed | Total Injured | A               | B         | C         | O            |  |
| <b>LIGHT CONDITION</b> |                   |          |            |                 |                |              |               |                 |           |           |              |  |
| Darkness               | 16                | 0        | 1          | 15              | 30             | 0            | 1             | 0               | 0         | 1         | 34           |  |
| Darkness/ Lighted Road | 137               | 0        | 37         | 100             | 257            | 0            | 56            | 12              | 32        | 12        | 277          |  |
| Dawn                   | 4                 | 0        | 1          | 3               | 7              | 0            | 1             | 0               | 1         | 0         | 6            |  |
| Daylight               | 337               | 0        | 80         | 257             | 683            | 0            | 105           | 28              | 47        | 30        | 729          |  |
| Dusk                   | 16                | 0        | 3          | 13              | 30             | 0            | 3             | 1               | 1         | 1         | 38           |  |
| Unknown                | 13                | 0        | 1          | 12              | 27             | 0            | 1             | 0               | 0         | 1         | 14           |  |
| <b>TOTALS</b>          | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |  |
| <b>ROAD DEFECTS</b>    |                   |          |            |                 |                |              |               |                 |           |           |              |  |
| Construction Zone      | 6                 | 0        | 2          | 4               | 10             | 0            | 2             | 0               | 2         | 0         | 9            |  |
| Debris On Roadway      | 2                 | 0        | 1          | 1               | 3              | 0            | 1             | 0               | 1         | 0         | 2            |  |
| No Defects             | 502               | 0        | 118        | 384             | 998            | 0            | 162           | 41              | 78        | 43        | 1,063        |  |
| Other                  | 3                 | 0        | 0          | 3               | 6              | 0            | 0             | 0               | 0         | 0         | 9            |  |
| Rut, Holes             | 2                 | 0        | 1          | 1               | 2              | 0            | 1             | 0               | 0         | 1         | 3            |  |
| Unknown                | 6                 | 0        | 0          | 6               | 12             | 0            | 0             | 0               | 0         | 0         | 10           |  |
| Worn Surface           | 2                 | 0        | 1          | 1               | 3              | 0            | 1             | 0               | 0         | 1         | 2            |  |
| <b>TOTALS</b>          | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |  |



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|------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
|                        | Total             | Fatal    | Injury     | Property Damage | Total Vehicles | Total Killed | Total Injured | A               | B         | C         | O            |
| <b>TRAFFIC CONTROL</b> |                   |          |            |                 |                |              |               |                 |           |           |              |
| Lane Use Marking       | 112               | 0        | 23         | 89              | 209            | 0            | 29            | 2               | 18        | 9         | 218          |
| No Controls            | 232               | 0        | 48         | 184             | 465            | 0            | 66            | 22              | 27        | 17        | 489          |
| Other                  | 2                 | 0        | 1          | 1               | 3              | 0            | 2             | 2               | 0         | 0         | 1            |
| Other Warning Sign     | 6                 | 0        | 3          | 3               | 9              | 0            | 3             | 0               | 3         | 0         | 8            |
| RR Crossing Gate       | 3                 | 0        | 0          | 3               | 5              | 0            | 0             | 0               | 0         | 0         | 5            |
| Stop Sign/Flasher      | 47                | 0        | 12         | 35              | 92             | 0            | 14            | 3               | 8         | 3         | 108          |
| Traffic Signal         | 118               | 0        | 36         | 82              | 244            | 0            | 53            | 12              | 25        | 16        | 258          |
| Unknown                | 3                 | 0        | 0          | 3               | 7              | 0            | 0             | 0               | 0         | 0         | 11           |
| <b>TOTALS</b>          | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |
| <b>ROADWAY FEATURE</b> |                   |          |            |                 |                |              |               |                 |           |           |              |
| Bridge                 | 15                | 0        | 3          | 12              | 26             | 0            | 5             | 0               | 3         | 2         | 35           |
| Not Applicable         | 458               | 0        | 111        | 347             | 913            | 0            | 151           | 41              | 71        | 39        | 963          |
| Underpass              | 50                | 0        | 9          | 41              | 95             | 0            | 11            | 0               | 7         | 4         | 100          |
| <b>TOTALS</b>          | <b>523</b>        | <b>0</b> | <b>123</b> | <b>400</b>      | <b>1,034</b>   | <b>0</b>     | <b>167</b>    | <b>41</b>       | <b>81</b> | <b>45</b> | <b>1,098</b> |



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| Lansing                 | Number Of Persons |          |            |            | Property Damage | Total Vehicles | Total Killed | Total Injured | Injury Severity |           |            |   |
|-------------------------|-------------------|----------|------------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|------------|---|
|                         | Total             | Fatal    | Injury     |            |                 |                |              |               | A               | B         | C          | O |
| <b>DRIVER CONDITION</b> |                   |          |            |            |                 |                |              |               |                 |           |            |   |
| Alcohol Impaired        | 19                | 0        | 9          | 10         | 19              | 0              | 7            | 2             | 4               | 1         | 12         |   |
| Asleep/Fainted          | 5                 | 0        | 3          | 2          | 5               | 0              | 2            | 0             | 1               | 1         | 3          |   |
| Drug Impaired           | 1                 | 0        | 1          | 0          | 1               | 0              | 0            | 0             | 0               | 0         | 1          |   |
| Fatigued                | 2                 | 0        | 1          | 1          | 2               | 0              | 0            | 0             | 0               | 0         | 2          |   |
| Had Been Drinking       | 5                 | 0        | 3          | 2          | 5               | 0              | 2            | 0             | 1               | 1         | 3          |   |
| Illness                 | 3                 | 0        | 2          | 1          | 3               | 0              | 2            | 0             | 2               | 0         | 1          |   |
| Normal                  | 796               | 0        | 208        | 588        | 796             | 0              | 101          | 28            | 46              | 27        | 695        |   |
| Other/Unknown           | 130               | 0        | 18         | 112        | 130             | 0              | 4            | 1             | 1               | 2         | 126        |   |
| <b>TOTALS</b>           | <b>961</b>        | <b>0</b> | <b>245</b> | <b>716</b> | <b>961</b>      | <b>0</b>       | <b>118</b>   | <b>31</b>     | <b>55</b>       | <b>32</b> | <b>843</b> |   |



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| Lansing                  |        | Number Of Persons |       |        |                 |                |              | Injury Severity |   |   |   |    |
|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
|                          |        | Total             | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured   | A | B | C | O  |
| <b>DRIVER AGE/GENDER</b> |        |                   |       |        |                 |                |              |                 |   |   |   |    |
| <b>10-14</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| <b>15</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
|                          | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| <b>16</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 3                 | 0     | 2      | 1               | 3              | 0            | 1               | 1 | 0 | 0 | 2  |
|                          | Male   | 7                 | 0     | 0      | 7               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
| <b>17</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 22                | 0     | 7      | 15              | 22             | 0            | 4               | 0 | 1 | 3 | 18 |
|                          | Male   | 13                | 0     | 1      | 12              | 13             | 0            | 0               | 0 | 0 | 0 | 13 |
| <b>18</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 14                | 0     | 3      | 11              | 14             | 0            | 1               | 0 | 0 | 1 | 13 |
|                          | Male   | 7                 | 0     | 4      | 3               | 7              | 0            | 1               | 0 | 1 | 0 | 6  |
| <b>19</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 10                | 0     | 2      | 8               | 10             | 0            | 1               | 0 | 0 | 1 | 9  |
|                          | Male   | 8                 | 0     | 0      | 8               | 8              | 0            | 0               | 0 | 0 | 0 | 8  |
| <b>20</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 7                 | 0     | 3      | 4               | 7              | 0            | 1               | 0 | 0 | 1 | 6  |
|                          | Male   | 15                | 0     | 3      | 12              | 15             | 0            | 2               | 0 | 1 | 1 | 13 |
| <b>21</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 10                | 0     | 2      | 8               | 10             | 0            | 2               | 1 | 1 | 0 | 8  |
|                          | Male   | 10                | 0     | 4      | 6               | 10             | 0            | 3               | 1 | 2 | 0 | 7  |
| <b>22-24</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 28                | 0     | 8      | 20              | 28             | 0            | 5               | 0 | 3 | 2 | 23 |
|                          | Male   | 36                | 0     | 14     | 22              | 36             | 0            | 5               | 2 | 2 | 1 | 31 |
| <b>25-29</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 46                | 0     | 15     | 31              | 46             | 0            | 5               | 2 | 0 | 3 | 41 |
|                          | Male   | 57                | 0     | 10     | 47              | 57             | 0            | 6               | 1 | 2 | 3 | 51 |



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| Lansing                  |        | Number Of Persons |       |        |                 |                |              | Injury Severity |   |   |   |    |
|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
|                          |        | Total             | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured   | A | B | C | O  |
| <b>DRIVER AGE/GENDER</b> |        |                   |       |        |                 |                |              |                 |   |   |   |    |
| <b>30-34</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 37                | 0     | 10     | 27              | 37             | 0            | 7               | 3 | 3 | 1 | 30 |
|                          | Male   | 48                | 0     | 11     | 37              | 48             | 0            | 1               | 0 | 0 | 1 | 47 |
| <b>35-39</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 30                | 0     | 9      | 21              | 30             | 0            | 7               | 0 | 4 | 3 | 23 |
|                          | Male   | 41                | 0     | 12     | 29              | 41             | 0            | 6               | 2 | 4 | 0 | 35 |
| <b>40-44</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 28                | 0     | 9      | 19              | 28             | 0            | 5               | 1 | 4 | 0 | 23 |
|                          | Male   | 33                | 0     | 9      | 24              | 33             | 0            | 3               | 1 | 2 | 0 | 30 |
| <b>45-49</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 36                | 0     | 9      | 27              | 36             | 0            | 6               | 2 | 1 | 3 | 30 |
|                          | Male   | 52                | 0     | 15     | 37              | 52             | 0            | 11              | 2 | 5 | 4 | 41 |
| <b>50-54</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 30                | 0     | 7      | 23              | 30             | 0            | 7               | 3 | 3 | 1 | 23 |
|                          | Male   | 40                | 0     | 15     | 25              | 40             | 0            | 6               | 2 | 4 | 0 | 34 |
| <b>55-59</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 24                | 0     | 4      | 20              | 24             | 0            | 3               | 1 | 2 | 0 | 21 |
|                          | Male   | 35                | 0     | 9      | 26              | 35             | 0            | 5               | 2 | 3 | 0 | 30 |
| <b>60-64</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 29                | 0     | 4      | 25              | 29             | 0            | 2               | 1 | 1 | 0 | 27 |
|                          | Male   | 28                | 0     | 5      | 23              | 28             | 0            | 2               | 1 | 0 | 1 | 26 |
| <b>65-69</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 11                | 0     | 5      | 6               | 11             | 0            | 2               | 1 | 0 | 1 | 9  |
|                          | Male   | 18                | 0     | 7      | 11              | 18             | 0            | 3               | 0 | 3 | 0 | 15 |
| <b>70-74</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 7                 | 0     | 3      | 4               | 7              | 0            | 2               | 0 | 1 | 1 | 5  |
|                          | Male   | 13                | 0     | 3      | 10              | 13             | 0            | 1               | 0 | 1 | 0 | 12 |
| <b>75-79</b>             |        |                   |       |        |                 |                |              |                 |   |   |   |    |
|                          | Female | 4                 | 0     | 1      | 3               | 4              | 0            | 0               | 0 | 0 | 0 | 4  |



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| Lansing                  |            | Number Of Persons |          |            |                 |                |              | Injury Severity |           |           |           |            |
|--------------------------|------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|-----------|-----------|-----------|------------|
|                          |            | Total             | Fatal    | Injury     | Property Damage | Total Vehicles | Total Killed | Total Injured   | A         | B         | C         | O          |
| <b>DRIVER AGE/GENDER</b> |            |                   |          |            |                 |                |              |                 |           |           |           |            |
|                          | Male       | 10                | 0        | 4          | 6               | 10             | 0            | 1               | 0         | 1         | 0         | 9          |
| 80-84                    |            |                   |          |            |                 |                |              |                 |           |           |           |            |
|                          | Female     | 5                 | 0        | 1          | 4               | 5              | 0            | 1               | 1         | 0         | 0         | 4          |
|                          | Male       | 5                 | 0        | 2          | 3               | 5              | 0            | 0               | 0         | 0         | 0         | 5          |
| 85-89                    |            |                   |          |            |                 |                |              |                 |           |           |           |            |
|                          | Female     | 4                 | 0        | 1          | 3               | 4              | 0            | 0               | 0         | 0         | 0         | 4          |
|                          | Male       | 4                 | 0        | 1          | 3               | 4              | 0            | 0               | 0         | 0         | 0         | 4          |
| 90-94                    |            |                   |          |            |                 |                |              |                 |           |           |           |            |
|                          | Female     | 1                 | 0        | 1          | 0               | 1              | 0            | 0               | 0         | 0         | 0         | 1          |
|                          | Male       | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0         | 0         | 1          |
| 95-98                    |            |                   |          |            |                 |                |              |                 |           |           |           |            |
|                          | Not Stated | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0         | 0         | 1          |
| Unknown                  |            |                   |          |            |                 |                |              |                 |           |           |           |            |
|                          | Female     | 6                 | 0        | 2          | 4               | 6              | 0            | 0               | 0         | 0         | 0         | 6          |
|                          | Male       | 3                 | 0        | 2          | 1               | 3              | 0            | 0               | 0         | 0         | 0         | 3          |
|                          | Not Stated | 81                | 0        | 6          | 75              | 81             | 0            | 0               | 0         | 0         | 0         | 81         |
| <b>TOTALS</b>            |            | <b>961</b>        | <b>0</b> | <b>245</b> | <b>716</b>      | <b>961</b>     | <b>0</b>     | <b>118</b>      | <b>31</b> | <b>55</b> | <b>32</b> | <b>843</b> |



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| Lansing                     |        | Number Of Persons |       |        |                 |                |              | Injury Severity |   |   |   |   |
|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
|                             |        | Total             | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured   | A | B | C | O |
| <b>PASSENGER AGE/GENDER</b> |        |                   |       |        |                 |                |              |                 |   |   |   |   |
| 00                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 4                 | 0     | 3      | 1               | 4              | 0            | 1               | 0 | 1 | 0 | 3 |
| 01                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 02                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
|                             | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 03                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 5                 | 0     | 3      | 2               | 5              | 0            | 1               | 0 | 1 | 0 | 4 |
|                             | Male   | 2                 | 0     | 1      | 1               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 04                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 5                 | 0     | 2      | 3               | 5              | 0            | 1               | 0 | 0 | 1 | 4 |
|                             | Male   | 3                 | 0     | 1      | 2               | 3              | 0            | 1               | 0 | 1 | 0 | 2 |
| 05                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 2                 | 0     | 1      | 1               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
|                             | Male   | 4                 | 0     | 2      | 2               | 4              | 0            | 1               | 0 | 1 | 0 | 3 |
| 06                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 3                 | 0     | 2      | 1               | 3              | 0            | 1               | 0 | 0 | 1 | 2 |
|                             | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 07                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Male   | 2                 | 0     | 1      | 1               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 08                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 2                 | 0     | 1      | 1               | 2              | 0            | 1               | 0 | 1 | 0 | 1 |
|                             | Male   | 4                 | 0     | 2      | 2               | 4              | 0            | 0               | 0 | 0 | 0 | 4 |
| 10-14                       |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 13                | 0     | 8      | 5               | 13             | 0            | 4               | 1 | 1 | 2 | 9 |
|                             | Male   | 5                 | 0     | 0      | 5               | 5              | 0            | 0               | 0 | 0 | 0 | 5 |
| 15                          |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 9                 | 0     | 1      | 8               | 9              | 0            | 0               | 0 | 0 | 0 | 9 |



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City : Lansing | \*See Notes at End of Report.

| Lansing                     |            | Number Of Persons |       |        |                 |                |              | Injury Severity |   |   |   |    |
|-----------------------------|------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
|                             |            | Total             | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured   | A | B | C | O  |
| <b>PASSENGER AGE/GENDER</b> |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Male       | 5                 | 0     | 0      | 5               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
| 16                          |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 7                 | 0     | 4      | 3               | 7              | 0            | 1               | 0 | 1 | 0 | 6  |
|                             | Male       | 7                 | 0     | 2      | 5               | 7              | 0            | 2               | 1 | 0 | 1 | 5  |
| 17                          |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 7                 | 0     | 3      | 4               | 7              | 0            | 2               | 0 | 1 | 1 | 5  |
|                             | Male       | 8                 | 0     | 1      | 7               | 8              | 0            | 0               | 0 | 0 | 0 | 8  |
| 18                          |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 3                 | 0     | 2      | 1               | 3              | 0            | 1               | 0 | 1 | 0 | 2  |
|                             | Male       | 9                 | 0     | 1      | 8               | 9              | 0            | 0               | 0 | 0 | 0 | 9  |
| 19                          |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 3                 | 0     | 1      | 2               | 3              | 0            | 1               | 1 | 0 | 0 | 2  |
|                             | Male       | 6                 | 0     | 1      | 5               | 6              | 0            | 0               | 0 | 0 | 0 | 6  |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 20                          |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 6                 | 0     | 1      | 5               | 6              | 0            | 1               | 0 | 0 | 1 | 5  |
|                             | Male       | 4                 | 0     | 1      | 3               | 4              | 0            | 0               | 0 | 0 | 0 | 4  |
| 21                          |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 3                 | 0     | 2      | 1               | 3              | 0            | 0               | 0 | 0 | 0 | 3  |
|                             | Male       | 2                 | 0     | 1      | 1               | 2              | 0            | 0               | 0 | 0 | 0 | 2  |
| 22-24                       |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 10                | 0     | 6      | 4               | 10             | 0            | 1               | 0 | 1 | 0 | 9  |
|                             | Male       | 17                | 0     | 8      | 9               | 17             | 0            | 3               | 1 | 2 | 0 | 14 |
| 25-29                       |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 16                | 0     | 7      | 9               | 16             | 0            | 2               | 0 | 1 | 1 | 14 |
|                             | Male       | 18                | 0     | 13     | 5               | 18             | 0            | 4               | 0 | 4 | 0 | 14 |
| 30-34                       |            |                   |       |        |                 |                |              |                 |   |   |   |    |
|                             | Female     | 4                 | 0     | 3      | 1               | 4              | 0            | 3               | 2 | 1 | 0 | 1  |
|                             | Male       | 8                 | 0     | 3      | 5               | 8              | 0            | 1               | 0 | 0 | 1 | 7  |



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City : Lansing | \*See Notes at End of Report.

| Lansing                     |        | Number Of Persons |       |        |                 |                |              | Injury Severity |   |   |   |   |
|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
|                             |        | Total             | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured   | A | B | C | O |
| <b>PASSENGER AGE/GENDER</b> |        |                   |       |        |                 |                |              |                 |   |   |   |   |
| <b>35-39</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
|                             | Male   | 4                 | 0     | 1      | 3               | 4              | 0            | 0               | 0 | 0 | 0 | 4 |
| <b>40-44</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 7                 | 0     | 2      | 5               | 7              | 0            | 2               | 2 | 0 | 0 | 5 |
|                             | Male   | 4                 | 0     | 3      | 1               | 4              | 0            | 2               | 0 | 2 | 0 | 2 |
| <b>45-49</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 6                 | 0     | 3      | 3               | 6              | 0            | 0               | 0 | 0 | 0 | 6 |
|                             | Male   | 4                 | 0     | 0      | 4               | 4              | 0            | 0               | 0 | 0 | 0 | 4 |
| <b>50-54</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 4                 | 0     | 1      | 3               | 4              | 0            | 1               | 0 | 0 | 1 | 3 |
|                             | Male   | 1                 | 0     | 1      | 0               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| <b>55-59</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 4                 | 0     | 1      | 3               | 4              | 0            | 0               | 0 | 0 | 0 | 4 |
|                             | Male   | 1                 | 0     | 1      | 0               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| <b>60-64</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 4                 | 0     | 2      | 2               | 4              | 0            | 1               | 0 | 0 | 1 | 3 |
| <b>65-69</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| <b>70-74</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3 |
| <b>75-79</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| <b>80-84</b>                |        |                   |       |        |                 |                |              |                 |   |   |   |   |
|                             | Female | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |



**City Summary Crash Report**

**1/1/2012 to 12/31/2012**

City : Lansing | \*See Notes at End of Report.

| Lansing                     | Number Of Persons |          |            |                 |                |              | Injury Severity |          |           |           |            |
|-----------------------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|----------|-----------|-----------|------------|
|                             | Total             | Fatal    | Injury     | Property Damage | Total Vehicles | Total Killed | Total Injured   | A        | B         | C         | O          |
| <b>PASSENGER AGE/GENDER</b> |                   |          |            |                 |                |              |                 |          |           |           |            |
| Unknown                     |                   |          |            |                 |                |              |                 |          |           |           |            |
| Female                      | 6                 | 0        | 2          | 4               | 6              | 0            | 0               | 0        | 0         | 0         | 6          |
| Male                        | 7                 | 0        | 3          | 4               | 7              | 0            | 0               | 0        | 0         | 0         | 7          |
| Not Stated                  | 17                | 0        | 3          | 14              | 17             | 0            | 0               | 0        | 0         | 0         | 17         |
| <b>TOTALS</b>               | <b>294</b>        | <b>0</b> | <b>111</b> | <b>183</b>      | <b>294</b>     | <b>0</b>     | <b>39</b>       | <b>8</b> | <b>20</b> | <b>11</b> | <b>255</b> |



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City : Lansing | \*See Notes at End of Report.

| Lansing                       |        | Number Of Persons |          |          |                    | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Injury Severity |          |          |          |
|-------------------------------|--------|-------------------|----------|----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|----------|
|                               |        | Total             | Fatal    | Injury   | Property<br>Damage |                   |                 |                  | A               | B        | C        | O        |
| <b>PEDEDSTRIAN AGE/GENDER</b> |        |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
| 06                            |        |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
|                               | Female | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 1               | 0        | 0        | 0        |
| 09                            |        |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
|                               | Male   | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        |
| 10-14                         |        |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
|                               | Male   | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 1               | 0        | 0        | 0        |
| 15                            |        |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
|                               | Female | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 0               | 0        | 1        | 0        |
| 22-24                         |        |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
|                               | Male   | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        |
| 25-29                         |        |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
|                               | Male   | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        |
| 30-34                         |        |                   |          |          |                    |                   |                 |                  |                 |          |          |          |
|                               | Female | 1                 | 0        | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        |
| <b>TOTALS</b>                 |        | <b>7</b>          | <b>0</b> | <b>7</b> | <b>0</b>           | <b>7</b>          | <b>0</b>        | <b>7</b>         | <b>2</b>        | <b>4</b> | <b>1</b> | <b>0</b> |



**City Summary Crash Report**

**1/1/2012 to 12/31/2012**

City : Lansing | \*See Notes at End of Report.

| Lansing                        | Total    | Number Of Persons |          |          | Property Damage | Total Vehicles | Total Killed | Total Injured | Injury Severity |          |          |   |
|--------------------------------|----------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|---|
|                                |          | Fatal             | Injury   |          |                 |                |              |               | A               | B        | C        | O |
| <b>PEDALCYCLIST AGE/GENDER</b> |          |                   |          |          |                 |                |              |               |                 |          |          |   |
| 10-14                          |          |                   |          |          |                 |                |              |               |                 |          |          |   |
| Male                           | 2        | 0                 | 2        | 0        | 2               | 0              | 2            | 0             | 2               | 0        | 0        |   |
| 16                             |          |                   |          |          |                 |                |              |               |                 |          |          |   |
| Male                           | 1        | 0                 | 1        | 0        | 1               | 0              | 1            | 0             | 0               | 1        | 0        |   |
| <b>TOTALS</b>                  | <b>3</b> | <b>0</b>          | <b>3</b> | <b>0</b> | <b>3</b>        | <b>0</b>       | <b>3</b>     | <b>0</b>      | <b>2</b>        | <b>1</b> | <b>0</b> |   |



**City Summary Crash Report**

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City : Lansing | \*See Notes at End of Report.

| Lansing  | Number Of Persons |          |          |                 |                |              |               | Injury Severity |          |          |          |
|--|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|
|  | Total             | Fatal    | Injury   | Property Damage | Total Vehicles | Total Killed | Total Injured | A               | B        | C        | O        |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>      |                   |          |          |                 |                |              |               |                 |          |          |          |
| Crossing - Against Signal                      |                   |          |          |                 |                |              |               |                 |          |          |          |
| 09   |                   |          |          |                 |                |              |               |                 |          |          |          |
| Male   | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 0        |
| Crossing - With Signal                         |                   |          |          |                 |                |              |               |                 |          |          |          |
| 30-34  |                   |          |          |                 |                |              |               |                 |          |          |          |
| Female   | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 0        |
| Entering/Leaving/Crossing Unspecified Location |                   |          |          |                 |                |              |               |                 |          |          |          |
| 15   |                   |          |          |                 |                |              |               |                 |          |          |          |
| Female   | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 0        | 1        | 0        |
| Standing In Roadway                            |                   |          |          |                 |                |              |               |                 |          |          |          |
| 22-24  |                   |          |          |                 |                |              |               |                 |          |          |          |
| Male   | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 0        |
| Unknown  |                   |          |          |                 |                |              |               |                 |          |          |          |
| 06   |                   |          |          |                 |                |              |               |                 |          |          |          |
| Female   | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 1               | 0        | 0        | 0        |
| 10-14  |                   |          |          |                 |                |              |               |                 |          |          |          |
| Male   | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 1               | 0        | 0        | 0        |
| 25-29  |                   |          |          |                 |                |              |               |                 |          |          |          |
| Male   | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 0        |
| <b>TOTALS</b>                                  | <b>7</b>          | <b>0</b> | <b>7</b> | <b>0</b>        | <b>7</b>       | <b>0</b>     | <b>7</b>      | <b>2</b>        | <b>4</b> | <b>1</b> | <b>0</b> |



**City Summary Crash Report**

**1/1/2012 to 12/31/2012**

City : Lansing | \*See Notes at End of Report.

| Lansing                                     | Number Of Persons |          |          |                 |                |              |               | Injury Severity |          |          |          |
|---|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|
|   | Total             | Fatal    | Injury   | Property Damage | Total Vehicles | Total Killed | Total Injured | A               | B        | C        | O        |
| <b>PEDALCYCLIST PRIOR ACTION AGE/GENDER</b> |                   |          |          |                 |                |              |               |                 |          |          |          |
| Enter From Drive/Alley                      |                   |          |          |                 |                |              |               |                 |          |          |          |
| 10-14                                       |                   |          |          |                 |                |              |               |                 |          |          |          |
| Male  | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 0        |
| Unknown                                     |                   |          |          |                 |                |              |               |                 |          |          |          |
| 10-14                                       |                   |          |          |                 |                |              |               |                 |          |          |          |
| Male  | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 1        | 0        | 0        |
| Walking/Riding With Traffic                 |                   |          |          |                 |                |              |               |                 |          |          |          |
| 16  |                   |          |          |                 |                |              |               |                 |          |          |          |
| Male  | 1                 | 0        | 1        | 0               | 1              | 0            | 1             | 0               | 0        | 1        | 0        |
| <b>TOTALS</b>                               | <b>3</b>          | <b>0</b> | <b>3</b> | <b>0</b>        | <b>3</b>       | <b>0</b>     | <b>3</b>      | <b>0</b>        | <b>2</b> | <b>1</b> | <b>0</b> |



**City Summary Crash Report**

**1/1/2012 to 12/31/2012**

City : Lansing | \*See Notes at End of Report.

| Lansing                      | Number Of Vehicles |          |            |                 | Total Vehicles | Total Killed | Total Injured | Injury Severity |           |           |              |  |
|------------------------------|--------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|--|
|                              | Total              | Fatal    | Injury     | Property Damage |                |              |               | A               | B         | C         | O            |  |
| <b>VEHICLE DEFECTS</b>       |                    |          |            |                 |                |              |               |                 |           |           |              |  |
| Brakes                       | 7                  | 0        | 3          | 4               | 7              | 0            | 1             | 0               | 1         | 0         | 8            |  |
| None                         | 630                | 0        | 204        | 426             | 630            | 0            | 131           | 31              | 63        | 37        | 651          |  |
| Tires                        | 2                  | 0        | 0          | 2               | 2              | 0            | 0             | 0               | 0         | 0         | 2            |  |
| Unknown                      | 393                | 0        | 50         | 343             | 393            | 0            | 24            | 8               | 10        | 6         | 436          |  |
| Wheels                       | 1                  | 0        | 1          | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0            |  |
| Windows                      | 1                  | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1            |  |
| <b>TOTALS</b>                | <b>1,034</b>       | <b>0</b> | <b>258</b> | <b>776</b>      | <b>1,034</b>   | <b>0</b>     | <b>157</b>    | <b>39</b>       | <b>75</b> | <b>43</b> | <b>1,098</b> |  |
| <b>VEHICLE TYPE</b>          |                    |          |            |                 |                |              |               |                 |           |           |              |  |
| Bus Over 15 Passengers       | 1                  | 0        | 1          | 0               | 1              | 0            | 0             | 0               | 0         | 0         | 21           |  |
| Motorcycle (Over 150cc)      | 8                  | 0        | 6          | 2               | 8              | 0            | 6             | 0               | 6         | 0         | 2            |  |
| Other                        | 3                  | 0        | 3          | 0               | 3              | 0            | 0             | 0               | 0         | 0         | 3            |  |
| Other Vehicle With Trailer   | 1                  | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1            |  |
| Passenger                    | 651                | 0        | 151        | 500             | 651            | 0            | 102           | 28              | 44        | 30        | 693          |  |
| Pickup                       | 77                 | 0        | 19         | 58              | 77             | 0            | 11            | 4               | 5         | 2         | 70           |  |
| SUV                          | 136                | 0        | 46         | 90              | 136            | 0            | 27            | 6               | 11        | 10        | 131          |  |
| Tractor With Semi-Trailer    | 50                 | 0        | 10         | 40              | 50             | 0            | 0             | 0               | 0         | 0         | 52           |  |
| Tractor Without Semi-Trailer | 4                  | 0        | 2          | 2               | 4              | 0            | 1             | 0               | 1         | 0         | 3            |  |
| Truck Single Unit            | 7                  | 0        | 1          | 6               | 7              | 0            | 0             | 0               | 0         | 0         | 7            |  |
| Unknown                      | 42                 | 0        | 1          | 41              | 42             | 0            | 0             | 0               | 0         | 0         | 42           |  |
| Van/Mini-Van                 | 54                 | 0        | 18         | 36              | 54             | 0            | 10            | 1               | 8         | 1         | 73           |  |
| <b>TOTALS</b>                | <b>1,034</b>       | <b>0</b> | <b>258</b> | <b>776</b>      | <b>1,034</b>   | <b>0</b>     | <b>157</b>    | <b>39</b>       | <b>75</b> | <b>43</b> | <b>1,098</b> |  |

**Notes**

Calendar data selections include data based on the date of the crash. Year selections include data based on the Statistical year in which the crash was processed

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**City Summary Crash Report**

**1/1/2012 to 12/31/2012**

City : Lansing | \*See Notes at End of Report.

